

## BRISCOE GETS MORE REPLIES

## MEMORTRY TALKS ABOUT STOCK GAIN RULES

**And Comments on U. S. Motor Company  
Machines in Racing—He Was on A.  
A. A. Technical Committee—Dickson  
of National Defends Competitions.**

Widen L. McMurtry, former chairman of the technical committee of the A. A. A. and now assistant chief engineer for the Gray & Davis dynamo plant, knows about stock cars and stock car rules and he is another who has something to say in answer to the remarks of Benjamin Briscoe, president of the United States Motor Company, in opposition to racing.

Mr. Briscoe says that "so-called stock cars are practically racing cars and that stock car racing is more or less of a scam," says Mr. McMurtry. "Some of the companies constituting the United States Motor Company have had some sad experiences when they have run so-called stock cars. He emphatically forgets that some of his cars have been entered in stock car races fitted with special ignition devices and special timing devices, etc., which were speedily changed after the technical committee of the racing circuit had examined them. Too many manufacturers know how rapidly the stock car rule has been enforced to leave any doubt in their minds as to the actual status of the cars winning stock car races. Mr. Briscoe evidently does not realize that the stock car rule is not a stock car racing may not be drawn in this way of thinking, but in a general way covers the situation thoroughly.

It is natural in a stock chassis race to have lighter springs owing to the absence of a regular touring body and to rearrange the steering wheel and the control levers so that the driver may sit as low as possible in order that he may have perfect control over the car. Piston diameters are also allowed to be changed owing to the excessive speed of the motor, which is not unusual in a class that many cars that are regularly sold as stock cars.

In other words, a certain make of chassis is fitted with tight pistons for limousine purposes and loose fitting pistons for fast runabouts. The variation in piston diameter amounts to more than 5-1000 to a score of an inch.

It is self-evident that Mr. Briscoe had not had any experience in stock car racing since 1909 or he would soon realize how strictly the requirements are carried out. It is a fault common with quite a number of entrants in stock car events to forget during the winter months the troubles they had have in order to qualify in a stock car contest.

As regards safety in automobile races Mr. Frisco again shows that he is not well acquainted with the subject. The dangerous part of any automobile race or, in fact any contest, whether it be aviation, automobile or bicycle racing, is to attempt to subject the apparatus in question to an extreme strain without gradually testing its capabilities. Most of the accidents in automobile races have been caused by driving the racing car at its highest speed the first time on the course.

Experienced drivers take some time to test out their car and hardly ever attempt to reach a maximum speed until they have learned fully the characteristics of the car at medium speed. In the majority of cases they will find some slight alteration is necessary before attempting to reach the maximum speed of the car. This cannot be done, however, when a car is entered in a race meet that has just been completed, or at two before and where the driver has had no chance whatever to learn the eccentricities or peculiarities of the car.

"Automobile men experienced in racing laugh at an attempt to enter a car in a race where the driver has had little or no experience on the course. Nevertheless one of the accidents in the recent Vanderbilt car race was due to this and happened to be one of the cars entered by the United States Motor Company.

Another point which makes racing dangerous and which is due to the inexperience of the driver is not knowing the condition of his car. I have seen drivers stop at the repair pits with the knowledge that a certain part was broken or loose and yet they had not seen or investigated the matter, but learned through the behavior of the car at high speed. They knew the value of this particular part and the risk they were taking to run without it. It has been necessary for the technical committee to hold a car at the pit until parts were replaced under penalty of disqualification.

In this latter case the Stoddard-Dayton car was flagged at the recent Vanderbilt cup race in order that a strut rod which had become misplaced could be repaired and the car be in a safe condition. The management of this particular team lost two or three valuable minutes in attempting to argue the matter with the technical committee, but the men comprising the committee had too much experience in automobile racing to permit a car to run in this condition.

In another case in the same race a competitor was told by a team manager that a brake test which showed that the car was running without effective brakes. The car was held at the repair pit until the brakes were fixed. The competitor was then allowed to repeat the test before it was allowed to proceed.

It is natural to assume that the drivers of these cars and the team managers know more about the cars in detail than the technical committee but in a race the drivers and team managers must suffer from a malady known as *racitis*, which can be described as a state of mind where safety is sacrificed for speed. The drivers are compelled to sacrifice a few hard earned minutes in the name of safety they immediately raise the question of the integrity of the committee.

"Take any well known race driver who has had experience, especially as to what constitutes safety in a race, and he can name numerous cars in speed contests that he would refuse to drive owing to the unsafe condition. It is true that a life may be sacrificed occasionally in initiative work, especially when experience is sadly lacking, but it almost could be considered manslaughter to ask any man to drive a car which has been entered in a race meet at the last minute and which is in no condition to be driven.

When any automobile reaches the height of perfection it does not require further development, it is not necessary to enter it in a stock car race, in fact it is not necessary to do anything except to continue to manufacture them, but it is a matter of opinion what perfection in an automobile means. Ten years ago I knew of one manufacturer who made the statement that his automobile had reached perfection, and

months later he was scouring the country for a first class engineer to design an automobile for him.

George M. Dickson of the National Motor Vehicle Company says: "I believe the automobile manufacturer in the world will agree with me when I say there are many minor details in the construction of the automobile which can be and are being changed almost daily to make the product serve better the purpose of the purchaser. The general principle of the motor car has been developed through

...until it has given us a basis upon which to have built automobiles which even 10 years ago would have been considered impossible, but the racing of to-day was the motor car from the point where the racing of yesterday has developed and is bringing out new details which we never have considered in the past.

The automobile purchaser of to-day demands more than the buyer of yesterday expects the motor car to perform.

day and night and day out without mechanical difficulty and makes demands upon the machine which would have been considered unreasonable even three years ago. The demands are growing greater and greater and the automobile purchaser to-morrow expects even more from his machine than the buyer of to-day. We would like to have Mr. Brusoe explain how the manufacturers of automobiles will meet these demands unless these cars are subjected

## INTERSCHOLASTIC SPORT

**INVITATION MATCHES AT MORRIS H. S. ON MAY 22**

**Small Chance of Outdoor Tournament  
—Conflict Over Amherst Games—Local  
Schools Did Well in Pennsylvania  
Races—Changes on Erasmus Nine.**

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**SHAWMUT**  
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and Thompson, both have fair speed, but there is something wanting in their curves.

along with its remarkable winning streak which has not been equalled in some time by a school team in the city. Six straight

so successful last fall are contributing to the baseball supremacy. They are quick and light and matchless in base running. Two of the football players are on the team and both are making good. They are Chalmers at first base and Davis, catcher. Daily is a steady pitcher, not easily rattled in an emergency and in addition is a good

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the 200 meters, is mentioned for the furlong but it is not known what sort of shape he is in just now. Jack Teit is also another

Of late he has not been doing very well and has not by any means carried out the expectations the Canucks had of him.

of the Toronto V. M. C. A. has no peer on the other side of the Atlantic for the half mile. Last fall at the Canadian championships he beat a good field in 1:56, and it is said that he is still better this year.

For the wrestling and boxing there is said to be a long list of good ones, Gage the varsity football player, being a crack for the heavy-weight boxing.

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entrance at the Poughkeepsie regatta has not yet been extended by the Eastern

There is a strong sentiment at both Minnesota and Michigan for the adoption of rowing at those institutions, and if the mov-

**AUTOMOBILES.**

wrecked in a single block. And the damage can't be repaired. The avoidance of this, under average

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new shells were built last year, one is being constructed, and the city of Seal has appropriated \$1,500 for the construction of shells and equipment to make annual out-

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